

INTIMATION.

A. S. WATSON & CO., LIMITED.



EX. & "ADEN".

We have Received our First Shipment of
VEGETABLE AND FLOWER
SEEDS.

SEASON 1884-95.

The SEEDS will be OPENED Out as soon as
the weather sets in, and in the meantime orders
will be booked for execution in the sequence in
which they are received as long as the supply
lasts.

SEED LISTS

with
NINTH FOR GARDENING have been issued and
may still be obtained on application.Our Seeds are all tested before being put up
in London. They are packed under our own
Supervision, and the greatest care is exercised
to insure protection in transit.Sowing should be made in fine weather
and the remainder of the packets secured
from damp, and kept in a dry place for repeat-
ing sowing.

CLAYS FERTILIZER.

A high-class Fertilizer for Pot Plants and for
use in the Garden generally; it supplies natural
mineralization to the soil, and assists the process
of assimilation, thereby aiding the Plants to
attain to their full size, vigour, and beauty.Sold in Boxes containing 10 lbs. each. \$1.75
28 lbs. ... \$4.50
Directions for Use are given on the Label.

RANSOME'S "NEW PARIS"

LAWN MOWERS.
The Best and Cheapest Machines in the Market.
For Sale at Manufacturers' Prices.A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.
Established A.D. 1841.

Hongkong, 17th August, 1884.

The Daily Press.

HONGKONG, SEPTEMBER 10TH, 1884.

The recent rise in exchange was ascribed by us to the influence of the silver loans now being raised by China and Japan for war purposes. This theory was somewhat discredited by local financial authorities, who were more inclined to ascribe the rise to speculation in Europe and America. We note, however, that some of the home papers have taken the same view as ourselves. Speculation no doubt has had its influence, but a few million ounces of the metal going into actual consumption and permanently withdrawn from the market must be a much more potent factor in determining the price than many millions of ounces nominally changing hands amongst speculators and which are settled for month by month by the payment of differences. As was mentioned by the Chairman of the Hongkong and Shanghai Bank at the recent meeting of the shareholders of that institution, the movement of gold from east to west must also have its effect on the general currency problem. China last year exported \$1,468,000 of gold and imported \$2,127,000 of silver. If this movement of the metal were continued permanently its effect could not fail to be marked. Mr. Consul JACKSON, in his report on the trade of Shanghai for last year, points out that nearly all the imports of gold at that port, and which was destined for re-export, came from the northern parts of China and India or from the west and south. This, Mr. JACKSON adds, lends colour to the theory that a considerable proportion of the total export of gold from China is the produce of mines in Manchuria or along the Korean frontier. No doubt, though Mr. JACKSON does not mention the point, the high price of gold has largely stimulated gold mining in the districts referred to by making it possible to work mines that could not have been a profit under the influences of a higher rate of exchange.

Mr. JACKSON's report contains some very suggestive remarks and a good deal of excellent advice to China as to the advantage she would secure by encouraging manufactures. If China were only fairly open to foreign enterprise, he says, there is room here for all the surplus silver of the world for many years to come, but he does not anticipate that there will be much opening for European capital until the Government shows itself more benevolent. It is not improbable, however, that the present war, whatever side may ultimately secure the victory, will have a powerful influence in the opening up of China, though past experience warns us not to be too sanguine. Great things were expected after the Franco-Chinese war, and there was an inclination to take the late Marquis TAKO's remarkable article on "China, the sleep and the awakening" as an index to the current of Chinese thought. But it all came to nothing, or next to nothing. A railway has been constructed from Tientsin to Shan-hai-kwan and some cotton mills have been established at Shanghai and Hankow under official auspices, which are notable undertakings in themselves, but nothing has been done towards the practical opening up of the country, and the opposition to the import of machinery shows how far the Government is from wishing to encourage the independent development of industry. Still, notwithstanding previous disappointments, we can hardly doubt that under the influence of the hard knocks she is receiving China will really be awakened to the necessity of moving with the times.

The times. She has been struck with a blow at the presumption of a small colony like Japan in attacking her, but, whether beaten or defeated, she will learn how far superior organisation and horses Gorham can go in making a country strong, and may be brought to recognise the necessity of moving on the same line that Japan has been travelling along for the last thirty years.

The Japanese Prize Court regulations are published in Saturday's *Press*.

The stamp revenue last month was \$13,262, a decrease of \$332 on the amount collected in the same month of 1883.

From a Bangkok correspondent we learn that the King is very ill, and it is difficult to say what is the exact condition.

The N. T. steamer *Tacoma* arrived a Yokohama on Saturday, from Tamsui, and sailed for Hongkong via Koko.

The C. P. steamer *Empress of India* arrived at Shanghai at 7 p.m. on Friday, and left at 5 a.m. yesterday for Vancouver via Robe and Victoria at her destination on the 2nd instant.

The neutrality proclamation has subsisted of which was telegraphed, appears in full in Saturday's *Press*, and is as follows:

"The British steamer *Perseus*, which sailed from Yokohama on the 29th August, is said the vessel is not much damaged."

The P. M. steamer *Perseus*, which sailed from Nagasaki on behalf of the Queen, the Ordinance Assessing the Women and Girls' Protection Ordinance.

The O. & O. steamer *Belpis*, which sailed from Nagasaki on the 29th August, arrived at her destination on the 2nd instant.

It is needless that the Governor has given his instructions to the Consul General of America, Nagasaki, Yokohama and Honolulu, as regards to his arrival at his destination on the 2nd instant.

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will have repelled a force which attempted to relieve the garrison at Agosto.

The Kaffirs are scouring the country, and burning homesteads on the Lita River.

A SURVEYING VESSEL.

LONDON, 12th August.

H.M.S. *Waterwitch*, surveying vessel, has sailed for Australia to take up surveying duties in connection with the new telegraph line.

A NAVAL APPOINTMENT.

LONDON, 17th August.

Captain Richard W. White, now in command of the naval forces of Victoria, will be succeeded by Captain George Neville, who will leave Plymouth in January next.

OLLA PODRIDAS.

A Boston girl applied at a night-club performance as "an indecent-looking entertainer."

Speaking at King William's College, Vale of Man, on the occasion of Spanish-day, Sir W. L. Drinker read a letter dictated by the Duke of Wellington to Coleraine, who was one of the leaders of St. Helena. The Duke wrote:—"They used to call me the Seigneur General. It is due to my having been a Sepoy General that I won the battle of Waterloo. It taught me where to place men with whom I could trust the honour of England, and where I could not. That was satisfactory. I had troops with most Waterloo-like names, and the safety and honour of King and country could well be placed. I had numbers of others, some of whom, I could not trust at all, some I could hardly trust, and others who were not properly trained. It was owing to the fact of my having learned it in the Sepoy war that the best of the men in the service of the state were the greatest courage and bravery were required, and where those qualities were not required, that I won the battle of Waterloo."

A most romantic story from real life is just now going the rounds. The central figure is a lady, who, it is said, is one of the descendants of the house of Savoy. A son, her son, was never born, the man, a gentlewoman, having acquiesced with a girl of humble birth. The aquaintance ripened into affection. That it was not the fascination of a passing fancy was evidenced by the care which the M.P. took to have the girl educated at Ultrecht, and was sent to complete her education at the Contessina School.

The young woman, however, had got a handsome amount of money upon her—indeed, almost half his fortune. In prospect of the marriage came about, the lady passing as the descendant of a French family of private means and no birth, in a few years the husband accumulated, died, and left his widow.

There appeared on the scene a man who claimed to be her husband, and sought to establish his title to her property—property which was given to her by the M.P. in the manner described. A few months ago the M.P., with a shadowy advent, who was evidently a member of the customary calculations, betook himself to the coast, having buried his wife in the caskets. The whole story is of a most remarkable character, and when the case comes on for hearing revelations of a startling character may be expected.

A lady contributor who does a regular weekly column in the *Empress Times* puts it rather strongly on what she terms "Fleeting Marriages."

"I am sorry to say that there is nothing more than the customary calculations behind the sets."

She words her affairs generally, but she has succeeded in turning out a word-graph of a particular man she objects to. She goes for him, and them, thus:

"FLEETING MARRIAGES."

How I wish that men who go out for the devil and come back again, after getting to know and spirit of sorts, wouldn't breathe an air in their awkward passage past. The eight of some men is enough to make any woman's heart stand still. And that becomes a disgusting when they bear on our own fat stately figures their tunics totes, and not very improved in their dress suits, one cannot help but feel that the ladies are not to be envied one's other sense. There ought to be some room where hard comedies, especially after the incidents, may also be seen. I am sorry to say, we *Sister Fives* have heard, and so has Sir William Harcourt, of stowing in one's own jakes of the Parasolites and other brands, but no "odour" is rather shareful for a stowing medium. But there is always a scandal for desiring to see a perfect type of the "fleeting marriage," but the author of the institution precedes the "odour." The above extract is an awful warning to men who will persist in sitting out of the room during an entire interval, who perhaps little suspect that this is how feminine critics estimate them on their return.

Mr. Patchett Martin is contributing a series of sized articles to the *New York Weekly Chronicle*, describing his experiences as a persian night-moth, and regular theatre-goer.

Mr. Patchett Martin is an amateur Australian, and whose name and address do not reveal.

"I do not like it," he writes, "to appreciate Mr. Irving as a stage lover, and could never quite accept his Romeo as a proper representation of the passionate and romantic youth."

The true friend, I know, accepts his Romeo with the right love and appreciation as we do the Elizabethan Shakespeare.

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Mr. Patchett Martin is contributing a series of sized articles to the *New York Weekly Chronicle*, describing his experiences as a persian night-moth, and regular theatre-goer.

Mr. Patchett Martin is an amateur Australian, and whose name and address do not reveal.

"I do not like it," he writes, "to appreciate Mr. Irving as a stage lover, and could never quite accept his Romeo as a proper representation of the passionate and romantic youth."

The true friend, I know, accepts his Romeo with the right love and appreciation as we do the Elizabethan Shakespeare.

We *Sister Fives* have heard, and so has Sir William Harcourt, of stowing in one's own jakes of the Parasolites and other brands,

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NOTICES TO CONSIGNERS

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNERS.

S.S. "ARAYLL" FROM GLASGOW, LIVERPOOL, AND STRAITS.

NOTES: Vessels are hereby informed that all Goods are being landed at or sent into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon whence and/or from the wharves delivery may be obtained.

Optional cases, General unless notice to contrary is given before 5 p.m. To-day's Bills of Lading will be admitted for the Goods left the 1st Aug., and all Goods remaining and delivered after the 10th August will be subject to sub-jection.

All claims against the Steamer must be presented to the Agent or before the 10th August, or will not be recognized.

All broken, defected, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be accounted by DODWELL, CARRILL & CO., Agents.

Hongkong, 8th September, 1894. (166)

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA DIRECT

THE Company's Steamship

"YUEN SANG."

Captain Waddell, will be despatched as above

TO-DAY, the 10th inst., at 3 P.M.

This Steamer has superior Accommodation for First Class Passengers.

For Freight or Passage, apply to

JARDINE, MATTHEWS & CO., General Managers.

Hongkong, 8th September, 1894. (166)

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND KOBE

THE Company's Steamship

"CHANGSHA."

Captain Williams, will be despatched TO-MORROW,

the 11th inst., at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1894. (166)

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT

(Taking charge for SULU, MENADO and GORONTALO)

THE Company's Steamship

"MINIMON."

Captain Branch, will be despatched as above

WEDESDAY, the 12th inst., at 3 P.M.

For Freight or Passage, apply to

BU TIEFDEH SWIRE, Agents.

Hongkong, 8th September, 1894. (166)

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient Indemnity offers)

Taking Care at through routes to ALEXANDRIEN, ROTTERDAM, LIEGE, ORLEANS, LONDON, LIVERPOOL, and BIRMINGHAM.)

THE Company's Steamship

"HERTHA."

Captain Th. Hildebrandt, will be despatched for the above route on WEDESDAY, the 12th inst., at 3 P.M.

The Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Surgeon.

For Freight or Passage, apply to

SIEMSEN & Co., Agents.

Hongkong, 8th September, 1894. (166)

NOTICE TO CONSIGNERS.

THE P. & O. S. N. Co.'s Steamer

"RAEVNA."

FROM BOMBAY, COLOMBO, AND STRAITS.

Confidence of the Consignees above named Visual and herby inform that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

All damaged packages will be examined on TUESDAY, the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPAUX, Agent.

Hongkong, 8th September, 1894. (166)

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR CEYLON, ARABIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILL OF LADING ISSUED FOR BOMBAH PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS

THE Company's Steamship

"BORILLA."

Captain G. C. Henning, R.N.R., carrying Her Majesty's Mail, will be despatched from this Port on WEDESDAY, the 12th inst., at 4 P.M.

Optional goods will be landed here unless otherwise directed, and carried to the contrary before 1 P.M. on the 12th inst.

Goods not cleared by the 16th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me for any case whatever.

Any damage at Peking must be left to the Consignees of whom give it to the Consignees, who will attend to examine them at 10 A.M. on the 16th inst., and at 1 P.M. on the 17th instant, after which no claim will be recognized.

H. J. JOSEPH, Superintendent.

Hongkong, 8th September, 1894. (166)

V. S. S. ON THE BRITISH OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUZU CANAL

THE Company's Steamship

"TIGER."

Captain Riley, will be despatched as above TO-MORROW, the 11th September, at daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st September, 1894. (163)

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Kowloon) WEDNESDAY, Sept. 18th, 1894, at 1 P.M.

NANKING, KIAO, Island Sea, and Yunnan, TUESDAY, Oct. 1st, 1894, at 1 P.M.

PEKING (via Nagasaki, Kiao, Island Sea, and Yunnan), TUESDAY, Oct. 1st, 1894, at 1 P.M.

PEKING (via Nagasaki, Kiao, Island Sea, and Yunnan), SATURDAY, Oct. 20th, 1894, at 1 P.M.

YOKOHAMA (via Nagasaki, Kiao, Island Sea, and Yunnan), SATURDAY, Oct. 20th, 1894, at 1 P.M.

YOKOHAMA (via Nagasaki, Kiao, Island Sea, and Yunnan), SATURDAY, Oct. 20th, 1894, at 1 P.M.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

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PEKING (via Nagasaki, Kiao, Island Sea, and Yunnan), SATURDAY, Oct. 20th, 1894, at 1 P.M.

YOKOHAMA (via Nagasaki, Kiao, Island Sea, and Yunnan), SATURDAY, Oct. 20th, 1894, at 1 P.M.

THE Company's Steamship

"MARIA VALERIE."

Captain G. Constant, will be despatched as above on THURSDAY, the 13th inst.

For further information as to Passage and Freight, apply to

SANDEE & Co., Agents.

Hongkong, 8th September, 1894. (164)

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

CITY OF PEKING ...Comdr. G. A. Lee, R.N.R.WEDNESDAY, 3rd Oct., 1894

EMPEROR OF CHINA ...Comdr. R. Archibald, R.N.R.WEDNESDAY, 31st Oct., 1894

EMPEROR OF INDIA ...Comdr. O. P. Marshall, R.N.R.WEDNESDAY, 23rd Nov., 1894

THE magnificient Steamer of the Line passes through the famous INLAND SEA OF JAPAN, and will make the ports YOKOHAMA, TAIWAN, and HONOLULU, on its return voyage to Europe via the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given direct passage.

Passenger Boats through to all principal cities of the Line.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, and Civil Services, and to European Officials and Civil Servants, and to European Officers and Civil Servants.

THE DINING ROOMS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Podder Street.

Hongkong, 8th September, 1894. (164)

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U. S. MAIL LINE.

CANADIAN PACIFIC RAILWAY COYS' ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY SPEED PUNCTUALITY.

Twin Screw Steamships 8,000 Tons—10,000 Horse Power—Speed 18 knots

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THE NATAL & CAPE PORTS.

THE NATAL & CAPE PORT LINE.

THROUGH CALCUTTA

THE NATAL & CAPE PORT LINE.

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